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Meeting Notes

Attendees:	See Attached List	Date/Time:	April 26, 2001
		Project No.:	50885
Place:	Windham Middle School Windham, NH	Re:	I-93 Salem-Manchester ATF Meeting Brookdale Rd., through Exit 3, to Windham/Derry Town Line
		Notes taken by:	Senan Murdock/Bruce Tasker

Jeff Brillhart reviewed Project Status:

In January, the Department completed and distributed the Rationale Report, which essentially documents all work done over the previous eight months relative to looking at various alternatives. The recommendations in the Rationale Report suggest the following:

- Consider widening I-93 to be three lanes in each direction the entire length.
- Consider widening I-93 to be four lanes in each direction the entire length.
- Consider widening I-93 to be four lanes south of Exit 3 and three lanes north of Exit 3 in both directions.
- Construct Park and Ride lots at Exits 2, 3, and 5, and enhance the Exit 4 Park and Ride as appropriate.
- Expand existing bus service to Boston with stops at Exits 2, 3, and 5 as well as Exit 4.
- Enhance bus service by providing service between the NH Park and Ride lots and the Industrial areas in northern Massachusetts.
- Utilize Intelligent Transportation System Technology and improve upon the Department's incident management capabilities.
- Consider short term, localized improvements to address immediate safety concerns and capacity improvements where possible (Exit 2 NB on ramp; widen Pelham Road at Exit 2; create double-left off Exit 3 NB off-ramp; improve turning from NH 111 EB onto Exit 3 I-93 SB ramp; lengthen Exit 3 SB on-ramp; lengthen NH 102 EB left turn lanes going to I-93, Exit 4 NB on-ramp; lengthen I-93 SB off-ramp at Exit 5; improve Exit 5 signal timings.)

The Rationale Report also suggests that the Department not pursue the following:

- HOV lanes, as the ridership will not meet the threshold necessary to justify the lanes in the minds of those in the general-purpose lanes.

- Instituting rail service as part of this study. Ridership on any rail service would not diminish the need to widen the highway. However, the report notes that rail services will in all likelihood be required in the future if we are to maintain the level of mobility that is expected today. With that in mind, it is proposed that the highway widening be done in such a manner as to retain the room for the possibility of a rail line in the highway corridor sometime in the future.

  In addition, the Department is trying to coordinate with the State of Massachusetts and with the NH Congressional Delegation in an effort to conduct a more global study of the transportation needs of the region served by I-93 extending from Boston to Manchester or even Concord. The study would look to concentrate on long-term needs and focus primarily on transit options. Having Massachusetts as a partner would allow for a more detailed discussion of the feasibility of the various rail alternatives.

Relative to other aspects of the project, the Department continues to hold monthly meetings with the environmental resource agencies. These Agencies appear to recognize the need to widen I-93 and correct deficiencies associated with the existing infrastructure. The agencies feel that serious studies need to be carried forward now relative to rail service and that perhaps these studies should be done as part of the current highway study and to the same degree of detail, as opposed to concurrently with the highway widening studies.

The Agencies also feel strongly the improvements to I-93 will result in substantial secondary impacts to natural resources. That is, by improving I-93, NH becomes more accessible which entices more development for homes and businesses, which in turn impacts natural resources. To address to what degree and where these secondary impacts might occur, the Department, at EPA's urging, is proposing to utilize an Expert Panel to evaluate the issue. In essence a workbook will be prepared outlining current trends, and existing conditions relative to zoning, utilities, roadway infrastructure, etc. A panel of experts in the fields of land use, development and economic issues will review the workbook and answer questions relative to what the future might hold if the highway is widened or not. The panel will provide their evaluation individually and independently. Subsequently, the evaluations will be catalogued and returned back to the panelists so they can evaluate and consider each other's responses in terms of their own and then change or clarify their positions. Through this iterative process, hopefully some consensus or a range of possible scenarios can be provided to the Agencies and to the people of New Hampshire on the implications of widening I-93.

The Department continues to meet with Massachusetts's officials to learn about their project to consider what might be done to improve the stretch of I-93 through Methuen and Andover where shoulders are allowed to carry traffic during peak travel periods. These officials are interested in a joint NH/MA study of the I-93 corridor and long term transit needs.

The Department, State Police, FHWA and local safety (police and fire) organizations are meeting regularly to consider what steps might be taken to improve incident management capabilities; that is addressing accidents along I-93 in a more timely manner to minimize delays to motorists. This initiative is still in the early stages, but the communication has been very helpful and it

appears that the efforts will result in very positive improvements for the motorists in terms of reducing delays along the highway due to accidents or incidents.

Relative to mitigation for impacts to natural resources in the Town of Windham, the Department is going forward in an effort to negotiate the purchase of nearly 400 acres (115+ house lots) in the area east of the I-93 weigh station extending to the east to include Mitchell Pond. The issue has been discussed with the Resource Agencies. A field review was conducted on April 10, 2001 with Agency personnel. The Department is proceeding with an appraisal of the property to establish fair market value. The Developer is proceeding with getting his permits. Hopefully a sale can be negotiated. The Town officials are very much in favor of preserving this property as part of a mitigation package in Windham.

The Department has received a letter from the Windham Selectmen, requesting consideration for:

1. Keeping NH 111 west of Exit 3 on the existing alignment;
2. Widening NH 111 to no more than three lanes in total;
3. Moving the I-93 mainline barrels closer together and reducing the footprint of the highway infrastructure;
4. Extending Wall Street to the north and west to provide a connection to North Lowell Road, thus taking some traffic out of the Windham Center area; and
5. Providing noise barriers to reduce highway noise to neighborhoods adjacent to I-93.

Jeff described the five phases of the EIS process, noting that we are currently in Phase III. The five phases include:

I. Data Collection (resulting in a Scoping Report)

II. Alternatives Development (resulting in a Rationale Report)

III. Detailed Alternatives Evaluation (resulting in a Draft EIS)

IV. Public Hearing

V. Final EIS (resulting in design approvals)

These measures will be looked at to various degrees and a response provided in the near future.

Jeff noted that relative to the plans being presented, the plans are still very much preliminary plans. There still needs to be quite a bit of design done before they are complete enough to fully address impacts. They are subject to change.

Bruce Tasker then presented the plans developed to date for widening I-93 and reconstructing the Exit 3 interchange in the Windham area. Bruce explained that the plans represent a more detailed design of the conceptual designs presented in the Rationale Report. He explained the typical cross section that shows a three-lane widening of I-93 and a four-lane widening of I-93. Approximately 60 to 90 feet inside the median area is being reserved for a potential future rail line.

Two plans were shown for the entire 4.5 mile section of I-93 from Exit 2 to the Windham / Derry Town line. The plans included a three-lane alternative and a four-lane alternative. Bruce described the four-lane alternative, noting that the three lane and the four lane were similar in design except

that the three-lane alternative would have one less travel lane in each direction and consequently a slightly smaller foot print of impacts.

Heading NB from Exit 2, a truck lane is being considered due to speed reduction experienced by trucks. The truck lane would begin at the nose of the NB on-ramp from Exit 2 and end approximately 3000 LF to the north. The truck lane would introduce an additional 12′ of travel way but the 12′ wide outside shoulder would be reduced to 4′ in width, and consequently the width of pavement for the NB barrel would be increased 4′ beyond what is proposed for a 4 lane highway with standard shoulders.

South of Exit 2, all widening was developed to the outside to minimize impacts to the Porcupine Brook area. North of the Exit 2 interchange, the widening of the NB barrel would shift towards the median due to the close proximity of Canobie Lake and homes adjacent to I-93 along Lake Shore Drive. A median area would be preserved to provide a minimum of 61′ for a future rail line. The SB barrel would be widened to the west (to the outside). South of the NH 111-A crossing, the SB barrel transitions to be widened toward the median.

Prior to the Exit 3 NB off-ramp to NH 111 an auxiliary lane is proposed due to the high volume of traffic exiting and the need for a two-lane off-ramp.

In the Exit 3 interchange area, the NB barrel is proposed to be shifted westerly approximately 500 feet to allow for more separation (from 500 feet to almost 1,100 feet) between the new NB off-ramp signalized intersection and the existing NH 111-A signalized intersection.

As the SB barrel passes over NH 111, the alignment is shifted further to the inside (with the new bridge approximately 10 feet away from the old structure) to allow for the new bridge to be completed without hindering traffic on existing I-93.

Continuing north of Exit 3, the NB barrel shifts back onto the existing alignment and essentially holds the easterly or outside edge of the NB barrel with all widening to occur towards the median. A truck lane is proposed for traffic accessing I-93 NB from Exit 3. The truck lane would end in the vicinity of the weigh station. In the area of the weigh station, all widening occurs towards the median. In the vicinity of North Lowell Road, widening is to the outside for both barrels.

For the SB barrel, north of Exit 3, the widening continues to be on the median side, avoiding impacts to the Heron rookery and the SB weigh station. The Exit 3 SB off-ramp nose is located to allow exiting traffic to recognize the exit location. Moving the nose further to the south and shortening the ramp reduces the motorists' ability to see where the exit ramp is because of a long crest vertical curve that exists along the mainline.

Because of the widening of I-93, the Brookdale Road bridge will be replaced. Three concepts were developed:

- The first is an on-line alternative that essentially replaces the bridge on the existing alignment. The work would involve approximately 1100 feet of roadway and 250 feet of bridge. In order to construct this alternative, it is assumed that a temporary detour bridge and approaches would be needed along the south side of the existing bridge.

- The second concept is a variation of the first concept except that the need for a detour bridge would be eliminated, as access to Brookdale Road would be from Manor Parkway via a 1500-foot road. This concept needs to be compared with the first option relative to cost, impacts and acceptability to the Town.

- The third concept is an off-line alternative, which would construct a new bridge to the south of the existing and use the existing bridge to maintain traffic. This alternative requires approximately 1750 feet of roadway and 250 feet of bridge. Three homes would be acquired on the southeast side of the I-93/Brookdale Road crossing.

Relative to the Exit 3 interchange, there are essentially three components: NH 111, the SB ramps, and the NB ramps. Alternatives for these components can be mixed and matched with each other.

NH 111

For NH 111 the general design calls for a 5-lane section with additional lanes as necessary for turning or traffic management purposes. The proposed section includes 10-foot shoulders with sidewalks and grass panels.

There are several options for NH 111 west of the SB barrel. They include:

- A "full" relocation of NH 111 where NH 111 is relocated 400 to 500 feet north of existing NH 111 with the relocation extending to the Wall Street intersection. The intent of this alternative is to allow the existing section of NH 111 (2,500 feet) that is bypassed to be retained (to a point just east of the Castleton Drive) as a frontage road to provide access to the remaining businesses and properties. The bypassed portion of existing NH 111 would be connected to relocated NH 111 opposite Wall Street. This alternative impacts 2 businesses and one house resulting from the relocation of NH 111.

- A "partial" relocation alternative where a portion of NH 111 is relocated 100-200 feet north of existing NH 111 with the relocation ending east of the Wall Street intersection. The intent of this alternative is similar to the "full" relocation option to allow the existing section of NH 111 (2,000 feet) that is bypassed to be retained as a frontage road to provide access to the remaining businesses and properties. The bypassed portion of existing NH 111 would be connected to the new section of NH 111 and a portion of Garden Road would be reconstructed and connected to this intersection. A turnaround at the easterly end would allow vehicles to reverse direction on the dead-ended portion of NH 111. This alternative impacts 6 businesses and 2 houses resulting from the relocation of NH 111.

- An "on-line" alternative would provide for a 5-lane section as necessary to manage the traffic in the area of the SB ramp intersection and then transition back to the existing 2-lane section of NH 111 just west of Rocky Ridge Road. The raised median island would preclude left turns from entering existing drives adjacent to the signalized intersection with the SB ramps. The Castleton driveway may conflict with the free-flow right-turn lane for the NH 111 EB traffic traveling south on I-93 and consequently the driveway may need to be relocated. This "online" alternative would have impacts to the properties fronting NH 111 resulting from the reconstruction and widening.

East of the I-93 SB barrel the improvements proposed for NH 111 are generally the same. The widening and reconstruction occurs primarily to the south side of NH 111. The proposed reconstruction will be connected to the Windham-Salem NH 111 improvement project. The widening and reconstruction of NH 111 east of the SB barrel include property impacts to 4 businesses and one house.

SB Ramps

For the I-93 SB ramps it is proposed that I-93 SB traffic exiting to NH 111 EB or WB be accommodated by a diamond type ramp extending from the north to NH 111. For NH 111 EB traffic that desires to travel SB on I-93, a free-flow option is proposed. For NH 111 WB traffic that wants to travel southerly onto I-93 there is a free-flow option and a signalized double left turn option.

For the free-flow option, a single lane free-flow loop ramp located in the NW quadrant of the interchange is carried over NH 111 on a new bridge adjacent to the SB mainline bridge. The NH 111 EB to I-93 SB traffic merges with the NH 111 WB to I-93 SB traffic south of NH 111 and then this traffic merges with the I-93 SB mainline through traffic.

The signalized, double left turn option for the NH 111 WB to I-93 SB traffic involves a signalized intersection where the SB off ramp intersects with NH 111. The NH 111 WB traffic would turn left from a double-left turn lane at a signalized intersection and merge to a single lane. This lane, and the ramp for the NH 111 EB traffic, would then merge together south of NH 111 and proceed southerly as a two lane on-ramp before merging with the I-93 SB mainline through traffic.

NB Ramps

For the I-93 NB traffic exiting to NH 111 EB or WB, a diamond type ramp is proposed. The NB off-ramp is a two-lane ramp which transitions to a double-left turn lane and a single-right turn lane (with provision for a double right) at a signalized intersection with NH 111.

For the NH 111 EB to I-93 NB traffic, two options exist. One is a free-flow on- ramp, designed as a single lane free-flow loop ramp in the SE quadrant of the interchange. In this configuration the NB on-ramp for NH 111 WB traffic also utilizes a free-flow ramp. Both of the NB on-ramps are merged into one lane north of the Exit 3 interchange before merging with the I-93 NB mainline through traffic.

A second option for the NH 111 traffic wishing to go NB on I-93 involves a signalized intersection with NH 111. The NH 111 EB traffic would operate as a yield/signalized right-turn lane before turning onto the loop ramp layout. The NH 111 WB traffic would turn left from a double-left turn lane at the same signalized intersection (similar to the current configuration), however the loop ramp would be developed as two-lanes before merging to one lane and then merging directly with the I-93 NB mainline through traffic.

NH 111 w/NB ramps:

For the NH 111 corridor in the vicinity of the NB ramps the alignment and grade configurations for NH 111, under all options, are generally the same. For the NB ramp intersection area with NH 111, the existing NH 111 grade will be improved where traffic will be required to stop and start at the signals. NH 111 will be lowered approximately 4-5 feet to improve the steep grade. The bank and real estate businesses located on the north side of NH 111 are proposed to be removed given the conflicts they present in the interchange area and the widening and grade changes to NH 111.

Charlie Hood then explained the noise abatement process for highway projects, and discussed the locations in Windham that were being studied. Charlie explained that the various alternatives are modeled to predict the noise levels. The model takes into account topography, traffic volumes, distance of receptors, vegetation, etc., and the model is tested against existing conditions and noise levels measured in the field. Once the impacted receptors (66 decibels or higher) have been identified, abatement measures are considered. If a noise barrier can be built, given the existing

geometry and topography, and not impact other important resources such as wetlands, historic sites, etc., then, an economic analysis is done to consider the cost of the sound barrier with respect to the number of homes that would receive at least a 5-decibel reduction in noise. If the barriers cost $30,000 or less per receptor, the Department would recommend barriers be installed in keeping with state and federal guidelines. This study is part way through the evaluation process and a number of areas with high noise levels have been identified.

Charlie noted that the following locations are not finalized yet, and still need to be reviewed further within the DOT and with FHWA before a decision is made as to whether a barrier is constructed or not.

South Shore Road Area adjacent to Canobie Lake

Existing Noise Levels are in the 70-73 decibel range.

It appears that there are enough homes to meet the Economic Criteria.

At this time, a barrier extending from STA 1200 – 1230 is being proposed at this location.

May Lane Drive/
Brookdale Road/
Jewel Drive Area

Existing Noise Levels are in the Mid-60 decibel range.

Several homes will exceed the Noise Abatement Criteria.

At this time, the Economic Criteria may not be met; further study is necessary to determine whether a barrier will be built or not.

New Development near STA 1230 + left adjacent to SB Lanes

Very few homes meet the Noise Abatement Criteria.

A barrier is not being proposed at this location.

Wildwood Road/
Robinhood Road Area

Existing Noise Levels are in the high 60s – low 70s decibel range.

It appears there are enough homes in this location to meet the Economic Criteria.

At this time, a barrier extending from STA 1250 – 1275/1280 is being proposed at this location.

Locust Road/ NH 111A (West of I-93) Area

Some homes may exceed the Noise Abatement Criteria, but not enough to meet the Economic Criteria.

In addition, even if a barrier were constructed, some homes would still get a noise contribution from Route 111-A that would reduce the effectiveness of a barrier.

At this time, a barrier is not being proposed at this location.

Route 111A (between I-93 NB and SB barrels) Area

Some homes in this area exceed the Noise Abatement Criteria, however there does not appear to be enough to meet the Economic Criteria.

In addition, even if a barrier were constructed, the homes would still have a noise contribution from Route 111-A, which would reduce the effectiveness of a barrier.

At this time, a noise barrier is not being proposed at this location.

Armstrong Road Area

Existing Noise Levels are in the mid-50s decibel range.

No homes in this area will exceed the Noise Abatement Criteria.

A noise barrier is not being proposed at this location.

Homes along/off from NH 111 west of I-93

Noise from I-93 does not exceed Noise Abatement Criteria for homes in this area.

If NH 111 is moved to the north, a reduction in noise levels from NH 111 will be realized.

A barrier is not being proposed at this location.

Gov. Dinsmore Road/
Mockingbird Hill Road/
Heath Road Area

Existing noise levels in this area are in the mid 50 decibel range, and consequently no homes in this area will exceed the Noise Abatement Criteria.

Even if noise levels in this area did exceed the Noise Abatement Criteria, it would be very difficult to provide abatement because the homes sit so high above the highway.

A barrier is not being proposed at this location.

Jackman Ridge Road Area

Existing noise levels in this area are in the mid-50 decibel range, and consequently no homes in this area will exceed the Noise Abatement Criteria.

A barrier is not being proposed at this location.

County Road/North Lowell Road Area

Some homes in this area will exceed the Noise Abatement Criteria. However, it does not appear that enough homes would get a benefit to meet the Economic Criteria.

In addition, even if a barrier were constructed, some homes would only get a limited benefit because of noise coming from North Lowell Road.

At this time, a noise barrier is not proposed at this location.

Morrison Road/North Lowell Road Area

A few homes in this area will exceed the Noise Abatement Criteria. However, it does not appear that enough homes would receive a benefit from a barrier to meet the economic criteria.

In addition, even if a barrier were constructed, some homes would only get a limited benefit because of noise coming from North Lowell Road.

At this time, a barrier is not being proposed at this location.

Questions and Answers:

Comment: Please explain the $30,000 threshold.

Charlie Hood: The economic criteria are based upon $30,000 per receptor. The total cost to build the sound barrier is estimated, and then divided by the number of houses that would achieve a minimum reduction of 5 decibels. If that value is $30,000 or less, then the economic criteria would be met, and the Department would consider constructing a sound barrier.

Question: If the roadway widening doesn't result in a noise level of 66 decibels or greater, does this mean that no sound barrier would be constructed?

Charlie Hood: That is correct.

Question: Does the computer program take into account the tunneling effect that the noise has as it is carried over the lake? The noise from this widening will actually carry over the lake and affect all the lake homes.

Charlie Hood: Yes the computer program can take this into account. All the existing conditions can be input into the computer model including topography, vegetation, bodies of water, trees, berms, and ledge outcroppings.

Question: Please explain how high-speed deceleration noise, and the braking noise at 3 am and noise from motorcycles are addressed.

Charlie Hood: The noise study identifies impacted receptors using the worst case noise hour (which is a 60-minute period throughout a 24-hour day) that would result in the highest noise level at a particular location. This hour is usually, but not always, associated with the peak traffic hour. The incidents you mention can individually be annoying and if they occur during the worst case noise hour would be accounted for in the analysis. If they occur during a time frame that does not result in the overall worst case noise hour they would not be considered in the analysis.

Comment: The Department should gather its base data over motorcycle weekend.

Charlie Hood: Motorcycle weekend is not something that happens on a regular everyday basis and would not be appropriate for the evaluation.

Question: You mentioned that the truck lane extends 1300' passed Brookdale Road. Is additional pavement being constructed to the west for a truck lane?

Bruce Tasker: A truck climbing lane is being proposed in the NB direction from Exit 2. The lane would be in addition to the 4-lanes on the NB barrel. The addition of a climbing lane actually results in an additional 4 feet of pavement because while there is an additional 12 foot lane, the 12 foot shoulder that would be proposed if there was

no truck climbing lane is reduced to four feet with a truck climbing lane. The layout includes a truck climbing lane, with the widening extending to the west.

Question: Does computer program take into account prevailing wind direction?

Charlie Hood: Yes, wind direction can be modeled into the computer program.

Al Turner: Does it take into account time of day? For instance, now traffic is traveling along at 30 mph. When the improvements are completed, the traffic will be traveling along at 70 mph. Does it take that into account?

Charlie Hood: The measurements were taken at different times during the day. We look to account for the worst case. For example, in the morning we test the SB side of I-93, that is when the traffic is the heaviest and moving the fastest. If the highway is congested and the speeds are low, then the noise is most likely not as great. A general rule of thumb is, if you double the amount of traffic that's out there, you get a 2 to 3 decibel increase in noise. There will be some variations in the traffic; however the traffic is not doubling from the morning peak to the afternoon peak, so the differences are not significant

Question: It is evident that analysis is critical. Is it possible to see the source data? I am very concerned as to the validity of the source data. Also, where are the measurements taken? The noise levels in my attic are far worse than the noise levels elsewhere around my home.

Charlie Hood: Any data that is used can be made available. Noise levels are predicted for exterior ground level use; for example, outside at your picnic table.

Question: Does the model take into account that pavement width will double?

Charlie Hood: Yes, it takes into account the build configuration (20-year buildout). We compare future build conditions with the noise abatement criteria.

Question: Does the model consider the removal of trees?

Charlie Hood: When the analysis is done, existing conditions are noted, and wherever trees are removed (or in some places, a berm or ledge outcropping that is blocking some of the sound is removed), the changed conditions are taken into consideration by the computer model. If sound barriers are not proposed but an area was opened up to visually see more of the highway, privacy fences and landscaping may be considered. These are not built to the same standards as the noise barriers and probably wouldn't reduce the noise, but the visual impact would be reduced.

Question: What will happen if the State isn't able to purchase the Castle Reach area for mitigation purposes and the development of this area takes place after the widening of I-93? What is the State's responsibility related to constructing a sound barrier in that situation?

Charlie Hood: If the State doesn't acquire the parcel, and the developer has all permits and approvals in place for the development prior to our getting project approval, then we would investigate building a noise barrier. If all the permits and approvals are not in place until after project approval, then the State would not be responsible for building a noise barrier. The Department would strongly recommend that the Town planning boards require the developer to build an earth berm between the homes and the highway as part of the development's approval permit, or at the very least provide space for a berm or barrier.

Question: The earlier presentation touched briefly on the number of accidents each year along this corridor. Currently there are estimated to be approximately 1400 accidents along this corridor. Estimates in the future have this figure at around 6000 accidents a year. Does the State have any plans to help ease the large financial burden from the increased accidents that will occur during the construction of this project?

Jeff Brillhart: There is an ongoing initiative to deal with incidents and accidents along I-93 now and through construction. We are working with the local fire and police departments. One of the components in the design of this project will be to come up with a traffic control plan that will keep the traffic moving safely during the construction of this project. The Department is aware of the concern and is working to address it. What recommendation might be forthcoming, remains to be seen.

Galen Stearns: You mentioned the possibility of widening I-93 to four lanes through Exit 3. I would just like to say that I am against dropping the fourth lane before Manchester.

Charles Sweetser: I am President of the Cobbetts Pond Impact Association. I have a few questions/issues as follows:

a) During construction, a major concern is how the construction runoff will be handled.

b) There are a couple of wetlands not noted on the plans. Are any other wetlands not noted?

c) I am in favor of the concept that would move NH 111 400 feet to the north. I also don't want to see NH 111 built to four lanes. I would like to see only two lanes. I also like the idea of the free flow interchange concept and think that would do a better job of keeping the traffic moving.

Charlie Hood: Before the Contractor can begin construction he is required to submit an Erosion Control Plan for review by the NHDOT and the NHDES. The Town might like to review the plan as well. Detention basins will be designed for the proposed widening. Wherever possible, the detention basins will be located so that the Contractor will be able to use them during construction.

Charles Sweetser: When I-93 was originally constructed the sediment ran about 300-400 yds out into Cobbetts Pond.

Jeff Brillhart: Construction today is conducted in a very different manner than how it was when I-93 was first constructed in the 60's. Various practices and procedures are now in place to eliminate those kinds of problems from occurring.

Wayne Morris: There are a lot of new houses on Range Road that you should include in your noise evaluation studies.

Question: I notice that some of the other intersections have signals annotated on the plans. The Park and Ride Lot entrance doesn't have a signal shown. Will there be a signal at that intersection?

Jeff Brillhart: We haven't yet determined whether there will be a signal at that intersection or not. We will be looking at that more closely in the future and making a recommendation. It will be somewhat dependent on the layout proposed.

Question: The use of salt has adversely affected the water resources found in Windham. Has the State considered, or tried using anything besides salt on the roads during the winter season?

Charlie Hood: We have experimented with some other things in Lebanon/Hanover area. There are products that are available to prevent icing, but the cost is 40 times more than salt. The Department has a fairly firm policy that requires that highways be free of snow and ice, and the Department is not proposing changes to the policy right now.

Question: Are there plans for reducing salt usage?

Jeff Brillhart: On such a major thoroughfare as I-93, it would appear that we have to use salt. It is my understanding however, that newer, smoother roadways require less salt, and that with newer equipment, drivers can control the amount of salt being released much better. As part of the ITS (Intelligent Transportation Systems) technologies, it may be possible to install sensors on the bridges and in the pavement, and further regulate the amount of salt being released based on the temperature of the pavement.

Question: The northern portion of Salem included on the plan tonight was not presented at the last ATF Meeting in Salem. Consequently, the people of Salem and the Salem Town Officials that were at the last meeting do not have an opportunity to see what is being proposed in Salem north of Exit 2. Can you include plans of all of Salem in the next Salem meeting?

Jeff Brillhart: I apologize for not having all of Salem shown at that last ATF Meeting. We will be back in Salem to discuss the plans in more detail, and we will show all of Salem.

Rich Hannon: I am the President of Canobie Lake Association. I am concerned about damage to Canobie Lake and the limited sources for replenishing the lake's water supply. (Mr. Hannon had several presentation boards showing all of Canobie Lake.) The original construction of I-93 redirected some sources of water away from Canobie Lake and I am concerned that widening I-93 might redirect more of the water currently flowing towards Canobie Lake, away from it.

Question: It is not possible for me to make any of the 4:00 pm meetings and it is very difficult to attend the 6:00 pm meetings. Is it possible to schedule them later into the evenings? I am also concerned that the base information being shown on these plans doesn't include my home.

Jeff Brillhart: The Resource Agency Meetings are typically held in Concord, NH. For this project the Department and the Resource Agencies have decided to hold them in Derry in the hopes that the public would be able to get more involved and hear what the Resource Agencies have to say. Those meetings are held at 4:00 pm and are generally held in Derry. That time and place was something of a compromise to accommodate the Resource Agency Staff, some of whom come from the Boston area. All the ATF Meetings are held at 6:00 pm as requested by the ATF members. The ATF meeting time can be revisited.

Relative to the plans, they are based on aerial mapping done in 1997. They are going to be updated based on aerial photography recently taken.

Comment: There is a historical rock near the hardware store on right that is not shown on the plans. It is possible that the partial and full relocations of NH 111 impact this site? It would be helpful to locate this rock in your plans.

Charles Sweetser: I am concerned about leaving NH 111 on its existing alignment. Roadways and driveways intersecting NH 111 from the north do so on a steep grade making NH 111 difficult to access today. I like the idea of relocating NH 111 to the north and narrowing the roadway to three lanes, but purchasing the right-of-way to widen it in the future if need be. Also is there any public input into accident management.

Jeff Brillhart: Relative to public input into accident management, you can get involved by contacting your local fire and police departments. Relative to maintaining NH 111 on it's existing alignment; the Department shares your concern.

Marilyn Bailey: The area around NH 111 and the Cobbetts Pond is a very sensitive area. What if there was a release of petroleum within the area and it contaminated my well. What would the Department do in this instance?

Jeff Brillhart: The layout to be constructed will include drainage measures that will, in part, provide some delay (and thus response time) for a spill getting to Cobbetts Pond. If there is a spill, the Department will work with local and state emergency personnel to address it appropriately.

Wayne Bailey: I am the Road Agent for the Town of Windham. I think that the Wall Street link might mitigate the need for a 4th and 5th lane along NH 111 as it passes through the Town Center. The Town uses 80% sand and 20% salt on portions of NH 111A near the lake and the people deal with it. I would also note that the trucks used for winter maintenance on state roads are largely rented and do not contain the type of equipment that can regulate salt applications. The State needs to do better.

Roger Hohenberger: I'm a Selectman for the Town of Windham. I think the less blacktop you have, the less salt you need. I like the on-line alternative for NH 111 west of I-93 for that reason.

Comment: I live on Mary Lane. Before Jewel Drive was built and the trees were removed, I-93 noise did not impact our area. The sound can really carry with the removal of a few trees. I hope you take that into consideration.

Jeff Brillhart went over the project schedule noting that the next Resource Agency Meeting will be on May 16, 2001 at 4:00 pm and will cover the segment through Exit 4 to Stonehenge Road. The same section of I-93 will also be presented at the next ATF Meeting on May 24th at 6:00pm.